

CENTRAL INTELLIGENCE AGENCY  
**INFORMATION REPORT**

25X1A

COUNTRY Ecuador  
SUBJECT Description of Roads and Railroads

REPORT NO. [REDACTED]

RES
1
CD NO.
OO/C NO.
ORR NO.
DAS NO.
OCI NO.

PLACE ACQUIRED (BY SOURCE) [REDACTED] 25X1A

DATE ACQUIRED (BY SOURCE) [REDACTED] 25X1C

DATE (OF INFO.) [REDACTED]

DATE DISTR. 8 DEC 54

NO. OF PAGES 2

NO. OF ENCLS.

SUPP. TO  
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS REPORT IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

SOURCE  
25X1X

1. About 85% of Ecuador's roads are passable only from April to January. These have been constructed by clearing a path with a bulldozer, and they are not properly maintained. Narrowness of urban streets restricts large vehicles. Rural highway markers are not generally used.

25X1X 2. The roads described below are listed as numbered on the map [REDACTED] 25X1X

- (1) The 65-km paved road from Progreso to Salinas. It has a 10-inch gravel and stone base with a natural sand asphalt surface about one-half inch thick. It will support a 10-thousand-lb wheel load. As of 1953, four or five short-span wooden bridges remained in this section; the others were of concrete and steel design for H-15 loading. This road runs near the Salinas airfield, the only Ecuadoran field that can accommodate planes requiring a runway of more than one mile.
- (2) The Progreso Guayaquil Highway, asphalt over a gravel base of about six inches. Although the road is 18 feet wide and has steel and concrete bridges and culverts, it is not a well-built highway.
- (3) The Progreso-Playa Highway, 30 km of good asphalt highway capable of handling a 10-thousand-lb wheel load.
- (4) Guayaquil north to the Quevedo-Manta Road. About half of this 115-km stretch is asphalt-surfaced and the entire section is all-weather and can handle a 10-thousand-lb wheel load. At km 40, a German (Federal Republic) contract is building a 600-foot suspension bridge across the Río Daule to replace the 100-ton ferry.

U.S. Officials Only  
CONFIDENTIAL

D106781

210

DISTRIBUTION	STATE	ARMY	NAVY	AIR	FBI						
--------------	-------	------	------	-----	-----	--	--	--	--	--	--

This report is for the use within the USA of the Intelligence components of the Departments or Agencies indicated above. It is not to be transmitted overseas without the concurrence of the originating office through the Assistant Director of the Office of Collection and Dissemination, CIA.

- (5) The Quevedo-Manta Highway, about 25% of which is asphalt-surfaced. Of modern design and construction, it should be finished in 1955.
  - (6) The Quevedo-Latacunga Road. This all-weather road is of gravel and stone, part being cobblestone. Construction is not modern and speed is restricted.
  - (7) The Pan American Highway. This is of cobblestone except for short stretches of native gravel and stone on its route from Tulcán near the Colombian border through Ibarra, Quito, Latacunga, Riobamba and Azogues to Cuenca and 30 km beyond. The road is all-weather but speed is restricted. The cobblestone stretches are 18 ft wide but elsewhere in some sections there is one-lane traffic. An Ecuadoran contractor is building the highway through to the Peruvian border, with the job scheduled for completion in 1955. The highway then will be the only north-south road traversing the country.
  - (8) The Quito-Esmeraldas Road. About 60% is all-weather cobblestone or gravel and stone. A French firm is building the Quito-Esmeraldas Railroad through the same general area.
3. The railroad from Durán, across the Río Guayas from Guayaquil, to Quito needs repairs and new rolling stock. A Diesel locomotive can handle only four or five cars on the Andean switchbacks. About US\$30 million would be needed to modernize the railroad.
  4. The Guayaquil-Salinas Railroad has been abandoned because the rolling stock and tracks wore out.

[Available on loan from CIA Map Library is a map of Ecuador titled "Sistema Fundamental de Carreteras" published by the Guayas Comité Ejecutivo de Vialidad; scale: 1:1,000,000; map call No. 91213-R. To borrow, call Code 143, ext 2596.]

-end-

754.22 2J  
755. 2J

CONFIDENTIAL/US OFFICIALS ONLY

Approved For Release 2001/11/21 : CIA-RDP80-00926A007500260002-1

As of August 1958

1. Paved road from Iquitos to Salinas - 65 miles. 10-inch gravel and stone base with gravel and asphalt surface about 6-inch thick, can support 10,000 lb. wheel load. 4 or 5 short-span trestle bridges where are concrete and steel. Road runs near Salinas airfield, only one in distance with runway over 1 mile long.
2. Progress Highway is of asphalt over 6-inch gravel base. 15 ft wide with steel and concrete bridges and culverts, but well-built.
3. Progress-Huancayo road, 30 km of good asphalt highway capable of supporting 10,000 lb. wheel load.
4. Highway north to the Casado-Monta Roads about half of 15-km stretch is asphalt-surfaced and entire section is all-weather, accommodating 30,000-lb. load. At km 10, 600-ft suspension bridge being built by 5-man contractor, over Rio Casado.
5. Casado-Monta Highway - about 20% asphalt-surfaced, remainder should be finished by 1959. Highway of modern design and construction.
6. All-weather Casado-Monta-Huancayo Road is of gravel and stone, partly cobblestone. Speed is restricted on road.
7. In the north highway to Tulum through Tarma, Quito, Latacunga, Huancabamba and Asquiza to Omasa to 30 km beyond Omasa is of cobblestone, with short sections of native gravel and stone. Paved in all years, but speed restricted. 15 feet wide one-way in places. Scheduled for completion 1959. Only north-south road between Asquiza.
8. Quito-Casapalca Road - 60% all-weather with cobblestone or gravel and stone surface.

COMITE EJECUTIVO DE VIALIDAD  
PROVINCIA DEL GUAYAS

ECUADOR

SISTEMA FUNDAMENTAL DE CARRETERAS

ESCALA 1:100,000